Evansville & Indianapolis Railroad.

TIME TABLE No. 20.

For the government and information of Employes only. Taking Effect SUNDAY, June 19, 1910, at 12.01 A. M. Superseding Time Table No. 19.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

MAIN LINE DISTRICT

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

SOUTHWARD.

THIRD CLASS.				SECOND CLASS.				DISTANCES FROM TERRE HAUTE.	TIME TABLE No. 20, TAKING EFFECT June 19, 1910 — STATIONS	DISTANCES FROM EVANSVILLE.	STATION NUMBERS
45 Local Freight.	43 Mixed	41 Mixed	47 Local Freight	27 Evansville Accommodn	35 Petersburg Accommodn	33 Mail & Exp	31 Evansville Express				
Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	Sunday Only.	Daily	Daily Except Sunday.	Daily Except Sunday.				
LEAVE	LEAVE	LEAVE	LEAVE P. M.	LEAVE	LEAVE P.M.	LEAVE A.M.	LEAVE				
					5.45	8.45			N TERRE HAUTE W.F	136.9	137
			2.00					.7	0.7 POPLAR STREET	136.2	136
Between Spring Hill and Terre Haute use current E. & T. H. Time Table. See Rule 6.								2.5	1.8 SOUTH YARD	134.4	134
			2.40		5.56	8.57		4.4	1.9 D N SPRING HILL	132.5	132
			3.00		S 6.06	S 9.12 36		9.6	5.2 D RILEY	127.3	127
					F 6.13	F 9.20		12.6	3. COUNTY LINE	124.2	124
			3.25		S 6.18	S 9.25		14.9	2.3 D CORY	121.9	122
	P.M. S 3.55 47	A.M. S 9.40 33	3.55 43		S 6.28	S 9.35 41		19.2	4.3 D SALINE CITY	117.6	118
	F 4.00	F 9.48	4.05		F 6.33	F 9.41		22.1	2.9 W EEL RIVER	114.7	115
	S 4.15	S 10.30 48 A. M.	4.25		S 6.43	S 9.50		25.3	3.2 D CLAY CITY F	111.5	112
	4.20		4.30		F 6.48	F 9.55 48		26.4	2.1 LANCASTER BRANCH	109.4	109
	F 4.27		4.40		S 6.56	S 10.02		30.3	2.9 D COAL CITY	106.5	107
	4.30		4.45		6.59	10.05		31.5	1.2 DAGGETT	105.3	105
	4.36		4.52		F 7.06	F 10.11		34.1	2.6 HUBBELL	102.7	103
	4.38		4.55		F 7.08	F 10.14		35.2	1.1 JOHNSTOWN	101.6	102
A.M. 6.30	5.00 P.M.		6.10 P. M.		S 7.23	10.28		39.1	3.9 D. N. WORTHINGTON W. F.	97.7	98
								40.6	1.5 VAN. CROSSING	96.2	96
F 7.10					F 7.34	F 10.37		43.8	3.2 WELSH	93.0	93
S 7.40 36					S 7.42	S 10.44		47.2	3.4 D ELLISTON	89.6	90
F 7.50					F 7.49	F 10.53		50.5	3.3 PLUMMER	86.3	86
F 7.55					F 7.52	F 10.56		52.1	1.6 LESTER	84.7	85
S 8.15					S 7.59	S 11.02		55.2	3.1 D NEWBERRY	81.6	82
F 8.22					F 8.04	F 11.07		57.6	2.4 SLINKARD	79.2	79
S 8.50					S 8.11	S 11.13		60.6	3.0 D ELNORA W	76.2	76
S 9.20					S 8.25	S 11.28		67.1	6.5 D PLAINVILLE	69.7	70
F 9.30					F 8.32	F 11.35		70.8	3.7 ALBRIGHT	66.0	66
33					F 8.34	F 11.37		71.8	1.0 HYATT	65.0	65
9.38					F 8.38	F 11.42		73.6	1.8 GRAHAM	63.2	63
9.43					F 8.43	F 11.47 32		75.9	2.3 JORDAN	60.9	61
9.25				7.00	S 8.50	11.50 12.15 46	6		2.3 D WASHINGTON W	57.6	58
10.35				F 7.07	F 8.57	F 12.22	F 6.14 36	82.1	2.9 MAYSVILLE	54.7	55
10.45				F 7.13	F 9.03	F 12.29	F 6.20	84.9	2.8 THOMAS	51.9	52
10.55				F 7.17	F 9.10	F 12.35	F 6.28	87.5	2.6 JACOBS	49.3	49
11.03 32				F 7.21	F 9.15	F 12.39	F 6.32	89.2	1.7 SANDY HOOK	47.6	47
				S 7.27	F 9.21	F 12.44	F 6.37		2.0 ROGERS		
11.10 46				7.28	9.22	12.45	6.38	91.7	0.5 ROGERS SIDING	45.1	45
11.16				S 7.32	F 9.26	F 12.49	F 6.42	93.5	1.8 D BLACKBURN W	43.3	43
11.30				S 7.41	9.35 P. M	S 1.00	S 6.51	96.7	3.2 D PETERSBURG	40.2	40
12.10				7.43		1.02	6.53	102.6	0.9 PETERSBURG SIDING	34.3	
12.25				F 7.54		F 1.14	F 7.05	102.6	5.0 HOSMER	34.3	34
12.35				S 7.56		S 1.17	S 7.08	103.6	1.0 D LITTLE	33.3	33
12.45				F 8.01		F 1.22	F 7.12	105.7	2.1 MASSEY W	31.2	31
1.34 38				S 8.08		S 1.34 45	S 7.20	108.6	2.9 D. N. OAKLAND CITY	28.3	28
				F 8.14		F 1.40	F 7.26	111.2	2.6 GUDGEL	25.7	26
1.55				S 8.19		S 1.44	S 7.31	113.2	2.0 D SOMERVILLE	23.7	24
2.00				F 8.24		F 1.48	F 7.35 46	115.1	1.9 MACKEY	21.8	22
2.05				F 8.28		F 1.53	F 7.39	117.2	2.1 BUCKSKIN	19.7	20
2.15				F 8.34		F 1.58	F 7.44	119.6	2.4 ROSEBUD W	17.3	17
2.35				S 8.41		S 2.05	S 7.51	122.2	2.6 D ELBERFELD	14.7	15
2.45				F 8.48		F 2.11	F 7.58	125.1	2.9 ELLIOTT	11.8	12
2.55				F 8.54		F 2.18	F 8.05	127.6	2.5 GREEN RIVER ROAD	9.3	9
3.00				F 8.59		F 2.24	F 8.10	129.6	2.0 IGLEHART	7.3	7
				F 9.03		F 2.27	F 8.13	130.7	1.1 McCUTCHAN	6.2	6
				F 9.06		F 2.32	F 8.16	132.4	1.7 ST. GEORGE	4.5	5
3.15				9.08		2.35	8.20	133.4	1.0 STRAIGHT LINE JUNCTION	3.5	4
Between Evansville and Straight Line Jct., use current E. & T. H. Time Table. See Rule 6								134.7	1.3 NORTH END BELT YARD		
								135.6	0.9 COLUMBIA ST. (Belt Yard)	1.3	2
4.30 P.M. ARRIVE	ARRIVE	ARRIVE	ARRIVE	9.25 AM ARRIVE	ARRIVE	2.45 P.M. ARRIVE	8.30 A.M. ARRIVE	136.9	1.3 D. N. EVANSVILLE W.F		0
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday	Sunday Only	Daily	Daily Except Sunday.	Daily Except Sunday.				
45	43	41	47	27	35	33	31				

NORTHWARD.

SECOND CLASS				THIRD CLASS.			
36 Terre Haute Accommodn	32 Mail & Exp.	34 Washington Accommodn	28 Washington Accommodn	48 Local Freight.	42 Mixed	44 Mixed	46 Local Freight.
Daily	Daily Except Sunday.	Daily Except Sunday.	Sunday Only	Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.
ARRIVE A. M.	ARRIVE P. M.	ARRIVE	ARRIVE	ARRIVE P. M.	ARRIVE	ARRIVE	ARRIVE
9.35	2.38						
				12.35			
Between Spring Hill and Terre Haute use current E. & T. H. Time Table. See Rule 6.							
9.24	2.25			12.10			
S 9.12 33	S 2.16			11.55			
F 9.02	F 2.10						
S 8.57	S 2.05			11.25			
S 8.48	S 1.56 44			11.05	A.M. S 7.45	P.M. S 1.56 32	
F 8.41	F 1.49			10.45	F 7.38	F 1.35	
S 8.36	S 1.43			10.30 47	S 7.30	1.25 P.M.	
F 8.30	1.38			9.55 33	7.25		
S 8.23	S 1.32			9.30	S 7.19		
8.20	1.28			9.15	7.16		
F 8.14	F 1.23			9.05	7.10		
F 8.11	F 1.21			9.00	7.08		
S 8.02	S 1.14			8.10 A. M.	7.00 A.M.		P.M. 4.10
F 7.47	F 12.59						F 3.30
S 7.40 45	S 12.53						S 3.20
F 7.33	F 12.42						F 3.04
F 7.29	F 12.38						F 2.55
S 7.22	S 12.32						S 2.45
F 7.17	F 12.27						F 2.25
S 7.10	S 12.20						S 2.15
S 6.56	S 12.05						S 1.[illegible]
F 6.47	F 11.57						F 1
F 6.43	F 11.55						F 1.10
F 6.39	F 11.52						F 1.05
F 6.32	F 11.47 33						F 12 [illegible]
S 6.22	S 11.38	P.M. 4.00	P.M. 6.20				(1
F 6.14 31	F 11.23	F 6.50	F 8.30				11.4[illegible]
F 6.08	F 11.16	F 6.44	F 8.23				11.[illegible]
F 6.03	F 11.08	F 6.38	F 8.17				11.25.
F 5.59	F 11.03 45	F 6.34	F 8.12				11.20
F 5.54	F 10.58	F 6.29	S 8.07				
5.53	10.57	6.28	8.06				11.10 45
F 5.49	F 10.52 46	F 6.23	S 8.01				10.52 32
5.40 A. M.	S 10.40	S 6.13	S 7.51				10. 20
	10.36	6.08	7.46				9.30
	F 10.26	F 5.58	F 7.36				9.15
	S 10.24	S 5.55	S 7.33				9.10
	F 10.19	F 5.50	F 7.28				8.55
	S 10.13	S 5.45	S 7.23				8.40
	F 10.04	F 5.36	F 7.15				
	S 9.59	S 5.30	S 7.09				7.45
	F 9.54	F 5.25	F 7.04				7.35 31
	F 9.49	F 5.20	F 6.59				7.20
	F 9.42	F 5.15	F 6.54				7.15
	S 9.35	S 5.08	S 6.47				7.05
	F 9.28	F 5.01	F 6.40				6.50
	F 9.22	F 4.57	F 6.35				6.40
	F 9.17	F 4.50	F 6.31				6.34
	F 9.14	F 4.47	F 6.28				
	F 9.11	F 4.44	F 6.25				
	9.08	4.42	6.20				6.
Between Evansville and Straight Line Jct., use current E. & T. H. Time Table. See Rule							
LEAVE	9.00 A.M. LEAVE	4.30 P.M. LEAVE	6.10 PM LEAVE	LEAVE	LEAVE	LEAVE	6.10 A.M LEAVE
Daily	Daily Except Sunday.	Daily Except Sunday.	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.
36	32	34	28	48	42	44	46

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS. Trains will register as follows: All trains will register at their initial and terminal stations. All register at Worthington, Clay City, Saline City. Straight Line Jct.—All register arrival and departure. Trains northward will report by telephone to Train Dispatcher, time of arrival when [illegible] Trains southward will use telep[illegible] to obtain clearance and permission to proceed.
2. General Order board at Worthington. See pages 12, 13, 14 Book of Rules.
3. Standard clocks. See Rule 3, E. & T. H. Time Table.
4. YARD LIMITS. Yard limit signs indicate yard limits at Petersburg, Washington, Elnora, Worthington, Clay City and Brazil.
5. Trains 46 and 45 will carry passengers between Washington and Worthington. Other freight trains will not carry passengers except drovers in charge of live stock or employes with passes which bear proper endorsement.
6. See Rule 6, E. & T. H. Time Table, and Rule 113, Book of Rules.
7. Speed restrictions are as follows:
   - 7 a Passenger trains must not exceed speed as per Time Table schedule.
   - 7 b Freight trains will not exceed twenty miles per hour.
   - 7 c Extra passenger trains and light engines will not exceed the schedule of a passenger train.
   - 7 d Lancaster Branch—Do not exceed eight miles per hour.
   - 7 e Brazil Branch—Engines weighing fifty-five tons or over will not exceed fifteen miles per hour.
   - 7 f Trains handling Pennsylvania Company refrigerators will run with great care around curves; use caution to avoid derailments.
   - 7 g Trains 31 and 27 will back carefully and under slow speed Washington to Maysville and turn train on Y[illegible]
9. Where railroad crossings are not interlocked, trains will conform to State Law. See page 110, Book of Rules.
   - 9 a Washington—B. & O. S. W. crossing is protected by a gate showing red light by night in center of track.
   - 9 b Clay City—C. I. & L. crossing is interlocked.
22. All freight trains must have not less than seventy-five per cent of cars in train equipped with air brakes and all air in train must be coupled up and working.
23. At Junction points, the line of lesser importance will be considered the auxiliary line when calling in a flagman.
24. Air hose must not be pulled apart but must be uncoupled by hand. Conductors and brakemen are equally responsible for violation of this rule.
25. Enginemen will report by wire to Superintendent when electric bells at crossings fail to ring and when switch lights and lights on stop boards at railroad crossings, and other fixed signals are not burning.
27. Many passing tracks and station tracks are protected with derailers, and other tracks will be so equipped from time to time without special notice. All derailers must be closed and locked.
28. Blackburn Mine No. 1—The private crossing over mine track must be kept open.

BRAZIL BRANCH DISTRICT

Northward trains are superior to southward trains of the same class,

SOUTHWARD. Third Class.		Distances from Brazil.	TIME TABLE No 20 TAKING EFFECT June 19, 1910 — STATIONS.	Distances from Saline City.	STATION NUMBERS.	NORTHWARD. Third Class.	
43	41					42	44
Daily Except Sunday	Daily Except Sunday.					Daily Except Sunday.	Daily Except Sunday
LEAVE P.M.	LEAVE A.M.					ARRIVE A.M.	ARRIVE P.M.
3.20	9.00		D BRAZIL W	11.8	A 8	8.15	2.35
F 3.27	F 9.08	2.4	2.4 STAVE TRACK	9.4	A 6	F 8.07	F 2.25
F 3.30	F 9.10	3.4	1.0 WATSON	8.4	A 5	F 8.05	F 2.22
F 3.31	F 9.11	3.6	0.2 EHRLICH	8.2	A 4	F 8.04	F 2.21
F 3.35	F 9.17	5.5	1.9 PRAIRIE CITY	6.3	A 3	F 8.00	F 2.16
F 3.40	F 9.23	7.6	2.1 VANDALIA	4.2	A. 2	F 7.55	F 2.11
S 3.43	S 9.27	8.8	1.2 ASHBORO	3.0	A 1	S 7.52	S 2.08
3.55 47 P.M. ARRIVE	9.35 33 A. M. ARRIVE	11.8	3.0 D. SALINE CITY		118	7.46 A. M. LEAVE	2.00 P.M. LEAVE

LIST OF SURGEONS

Ludson Worsham, Chief Surgeon, Evansville.

L. Brown, M. D., Elberfield.
Robt. Mason, M. D., Oakland City.
E. R. Immel, M. D., Petersburg.
C. P. Scudder, M. D., Washington.
O. K. McKittridge, M. D., Plainville.
W. O. McKittridge, M. D., Plainville.
McGuyer Porter, M. D., Elnora.
F. W. Van Zandt, M. D., Elliston.
G. B. Gray, M. D., Worthington.
C. H. Wolfe, M. D., Clay City.
R. Gantz, M. D., Saline City.
S. M. Rice, M. D., Terre Haute.

B. L. WINCHELL, President
W. J. JACKSON, Vice-Pres. & Gen. Manager
J. C. MUIR, General Superintendent
J. O. BELL, Superintendent
O. P. WILLIAMS, Chief Train Dispatcher
H. H. HEIMROTH, J. H. HARTLEY, } Dispatchers

Emeline Fairbanks Mem. Library

PAMPHLET FILE

Evansville & Indianapolis Railroad.

No. 3. **TIME TABLE** No. 3.

For the government and information of Employes of this Company only.

Taking Effect SUNDAY, JUNE 9, 1901, AT 12:01, A. M.

Superseding Time Table No. 2, Dated April 14, 1901.

SOUTH-BOUND. Third Class. 49 Washington Accom'd'tion Daily Except Sunday.	45 Local Freight. Daily Except Sunday.	43 Passenger Daily Except Sunday	41 Mixed Daily Except Sunday.	Second Class. 33 Mail & Exp. Daily Except Sunday.	31 Passenger. Daily Except Sunday.	DISTANCES FROM TERRE HAUTE.	TIME TABLE. No. 3. TAKING EFFECT June 9, 1901. STATIONS	DISTANCES FROM EVANSVILLE.	STATION NUMBERS.	NORTH-BOUND. Second Class. 32 Mail & Exp. Daily Except Sunday.	34 Passenger. Daily Except Sunday.	Third Class. 46 Passenger Daily Except Sunday	44 Mixed Daily Except Sunday.	42 Local Freight. Daily Except Sunday.	48 Terre Haute Accom'd'tion Daily Except Sunday.
P.M. 4.10				A.M. 8.50			N TERRE HAUTE W.F	137.3	137	P.M. 3.20					A.M. 10.30
4.20				8.53		1.3	1.3 POPLAR STREET	136.0	136	3.15					10.25
4.30				9.00		4.9	N 3.6 SPRING HILL	132.4	132	3.05					10.10
S 4.50				S 9.12		10.1	D 5.2 RILEY	127.2	127	S 2.54					S 9.55
F 5.00				F 9.19		13.3	3.2 COUNTY LINE	124.0	124	F 2.46					F 9.32
S 5.10				S 9.24 48		15.4	D 2.1 CORY	121.9	122	S 2.42					S 9.24 8
S 5.25		P.M. F 5.35	A.M. S 9.35 33	S 9.35		19.7	D 4.3 SALINE CITY	117.6	118	S 2.33		A.M. S 7.06	P.M. S 2.45		S 8.50
F 5.30		F 5.40	F 9.50	F 9.40		22.6	2.9 W EEL RIVER	114.7	115	F 2.23		F 7.00	F 2.33		F 8.33
5.35		5.45	9.55	9.45		24.8	2.2 BRIAR HILL	112.5	113	2.19		6.53	2.29		8.32
S 5.45		S 5.50	S 10.00	S 9.50		25.8	D 1.0 CLAY CITY F	111.5	112	S 2.17 44		S 6.50	2.17 32 P.M.		S 8.30
F 5.49		6.06		F 9.56		27.9	2.1 LANCASTER BRANCH	109.4	109	F 2.11		6.30			F 8.22
S 5.54		6.12		S 10.02		30.8	D 2.9 COAL CITY	106.5	107	S 2.06		6.20			S 8.17
5.57		6.15		10.05		32.0	1.2 DAGGETT	105.3	105	2.03		6.11			8.14
F 6.02		6.23		F 10.11		34.6	2.6 HUBBELL	102.7	103	F 1.57		6.03			F 8.08
F 6.04		6.25		F 10.13		35.7	1.1 JOHNSTOWN	101.6	102	F 1.54		6.00			F 8.06
16.15 6.30	A.M. 5.30	6.35 P.M.		10.30 10.40		39.6	3.9 N WORTHINGTON W.F	97.7	98	S 1.45		5.45 A.M.		P.M. 5.40	S 7.57
6.35	5.35			10.45		41.1	1.5 I. & V. CROSSING	96.2	96	1.37				5.10	7.50
F 6.42	F 5.45			F 10.52		44.3	3.2 WELSH	93.0	93	F 1.31				F 4.58	F 7.44
S 6.50	S 6.00			S 11.00		47.7	D 3.4 ELLISTON	89.6	90	S 1.23				S 4.48	S 7.37
F 7.00	F 6.15			F 11.09		51.0	3.3 PLUMMER	86.3	86	F 1.13				F 4.35	F 7.26
F 7.05	F 6.18			F 11.14		52.6	1.6 LESTER	84.7	85	F 1.09				F 4.29	F 7.22
S 7.12	S 6.38			S 11.20		55.7	D 3.1 NEWBERRY	81.6	82	S 1.03				S 4.15	S 7.16
F 7.19	F 6.45			F 11.27		58.1	2.4 SLINKARD	79.2	79	F 12.57				F 4.01	F 7.10
S 7.28	S 7.05 48			S 11.34		61.1	D 3.0 ELNORA W	76.2	76	S 12.52				S 3.50	S 7.05 4
S 7.40	S 8.10			S 11.47		67.6	D 6.5 PLAINVILLE	69.7	70	S 12.37				S 2.56	S 6.50
7.48	8.25			11.56		71.3	3.7 ALBRIGHT	66.0	66	12.31				2.39	6.41
C 7.51	F 8.30			F 11.59		72.3	1.0 HYATT	65.0	65	F 12.29				F 2.35	F 6.39
7.54	8.35			12.02		74.1	1.8 GRAHAM	63.2	63	12.26				2.30	6.36
F 7.59	F 8.45			F 12.07		76.4	2.3 JORDAN	60.9	61	F 12.21				F 2.15	F 6.31
8.02	8.49			12.10		77.7	1.3 HAWKINS	59.6	60	12.19				2.10	6.29
8.04	8.56			12.12		78.7	1.0 WILSON	58.6	59	12.17				1.57	6.27
8.10 P.M.	S 9.00			12.15 32		79.7	1.0 D WASHINGTON W	57.6		12.15 33				S 1.50	6.25 A.M.
	10.00			12.30	A.M. 6.30	79.7	D WASHINGTON	57.6	58	12.00	P.M. 6.35			12.50	
	10.12			F 12.40 42	F 6.40	82.6	2.9 MAYSVILLE	54.7	55	F 11.50	F 6.25			12.40 33	
	10.25			F 12.47	F 6.47	85.4	2.8 THOMAS	51.9	52	F 11.43	F 6.18			12.02	
	10.30			F 12.50	F 6.50	86.6	1.2 GREEN MOUND	50.7	51	F 11.40	F 6.15			11.52	
	10.35			F 12.54	F 6.54	88.0	1.4 JACOBS	49.3	49	F 11.36	F 6.11			11.47	
	10.40			12.57	6.57	89.1	1.1 VEALE	48.2	48	11.33	6.08			11.42	
	10.50			F 12.59	F 6.59	89.7	0.6 SANDY HOOK	47.6	47	F 11.31	F 6.06			11.39	
	11.24 32 42			F 1.06	F 7.06	92.2	2.5 ROGERS	45.1	45	F 11.24 42 45	F 5.59			11.24 32 45	
	11.34			F 1.10	F 7.10	94.0	1.8 D BLACKBURN W	43.3	43	F 11.18	F 5.53			10.45	
	12.15			S 1.20	S 7.20	97.1	D 3.2 PETERSBURG	40.2	40	S 11.10	S 5.45			10.30	
	12.25			F 1.30	F 7.30	100.7	3.6 CLARK	36.6	37	F 11.01	F 5.35			9.55	
	12.40			F 1.37	F 7.37	103.0	2.3 HOSMER	34.3	34	F 10.55	F 5.28			9.45	
	1.20			S 1.40	S 7.40	104.0	D 1.0 LITTLE	33.3	33	S 10.53	S 5.25			9.40	
	1.25			1.45	7.45	106.1	2.1 REDDEN W	31.2	31	10.47	5.20			9.06	
	2.02 33			S 2.02 45	S 7.54	109.0	N 2.9 OAKLAND CITY	28.3	28	S 10.43	S 5.15			8.55	
	2.25			F 2.08	F 7.59	111.6	2.6 GUDGEL	25.7	26	F 10.34	F 5.06			8.15	
	2.32			S 2.14	S 8.05 42	113.6	D 2.0 SOMERVILLE	23.7	24	S 10.30	S 5.00			8.05 31	
	2.52			F 2.19	F 8.10	115.5	1.9 MACKEY	21.8	22	F 10.25	F 4.55			7.30	
	3.05			F 2.24	F 8.15	117.6	2.1 BUCKSKIN	19.7	20	F 10.20	F 4.50			7.18	
	3.15			F 2.29	F 8.20	120.0	2.4 LYNN W	17.3	17	F 10.14	F 4.45			7.10	
	3.30			S 2.36	S 8.26	122.6	D 2.6 ELBERFELD	14.7	15	S 10.08	S 4.38			6.55	
	3.40			F 2.43	F 8.32	125.5	2.9 ELLIOTT	11.8	12	F 10.00	F 4.31			6.43	
	3.52			F 2.47	F 8.36	128.0	2.5 GREEN RIVER ROAD	9.3	9	F 9.55	F 4.27			6.34	
	4.20 34			2.54	F 8.41	130.0	2.0 IGLEHART	7.3	7	9.50	F 4.20 45			6.27	
	4.25			F 2.57	F 8.43	131.1	1.1 McCUTCHAN	6.2	6	F 9.47	F 4.17			6.23	
	4.28			F 3.01	F 8.46	132.8	1.7 ST. GEORGE	4.5	5	F 9.44	F 4.14			6.20	
	4.35			3.04	8.49	133.8	1.0 STRAIGHT LINE JUNCTION	3.5	4	9.41	4.12			6.15	
	4.45			3.10	8.55	135.5	1.7 BELT YARD	1.8	2	9.35	4.04			6.10	
	5.30 P.M.			3.15 P.M.	9.00 A.M.	137.3	1.8 N EVANSVILLE W.F		0	9.30 3 A.M.	4.00 P.M.			6.05 A.M.	
Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.					Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.
49	45	43	41	33	31					32	34	46	44	42	48

No train will leave Evansville or Terre Haute without orders or a clearance card.

Yard limit signs have been erected at the following points: BRIAR HILL and LANCASTER BRANCH, WORTHINGTON, ELNORA and WASHINGTON. It will not be necessary for any train or engine occupying the main track inside the yard limits to be protected by flagmen, except in the time of SECOND CLASS trains.

385 P42
Pamp. ~~Box 3 A~~
F-3
T. H. - Railroads
INDIANA
INDIANA ROOM

HISTORY

of the

EVANSVILLE *and* INDIANAPOLIS RAILROAD

and

CONSTITUENT COMPANIES

1917

REFERENCE
DO NOT CIRCULATE

55 P42
Comp. Bot 3
INDIANA

LIBRARY

HISTORY

of the

Evansville and Indianapolis Railroad Company,

and Constituent Companies

Compiled by

ORAN PERRY

Assistant to Receiver

This history is written in compliance with Valuation Order No. 20, Interstate Commerce Commission, May 13, 1915. It covers the prior organizations in chronological order as follows:

Names	Incorporated
Wabash and Erie Canal	January 28, 1824
Evansville, Indianapolis & Cleveland Straight Line R. R. Co.	April 16, 1853
Evansville & Indianapolis Railroad Co. (No. 1)	August 5, 1869
Terre Haute, Worthington & Bloomfield Railway Co.	May 11, 1871
Cincinnati and Terre Haute Railway Co.	June 7, 1871
Evansville, Washington and Chicago Railroad Co.	April 29, 1875
Terre Haute and Worthington Railroad Co.	March 8, 1876
Petersburg and Worthington Railroad Co.	January 23, 1878
Evansville, Worthington, Brazil and Chicago R. R. Co.	April 8, 1878
Evansville, Washington and Brazil R. R. Co. (No. 1)	April 8, 1878
Evansville, Washington and Worthington Railroad Co.	April 29, 1878
Terre Haute and Southeastern Railroad Co.	June 6, 1878
Indianapolis and Evansville Railroad Co.	March 6, 1880
Evansville, Washington and Brazil Railroad Co. (No. 2)	June 22, 1880
Evansville and Indianapolis Railroad Co. (No. 2)	June 16, 1884
Evansville and Indianapolis Railroad Co. (Con.)	November 7, 1885

EMPLINE FAIRBANKS MEMORIAL LIBRARY

No train will leave Evansville or Terre Haute	1.25			1.45	7.45	106.1	HEDDEN W	31.2	31	10.47	5.20			9.06	Yard limit signs have been erected at the LANCASTER BRANCH, WORTHINGTON, not be necessary for any train or engine occupy to be protected by flagmen, except in the time
	2.02 33			S 2.02 45	S 7.54	109.0	N OAKLAND CITY (2.6)	28.3	28	S 10.43	S 5.15			8.55	
	2.25			F 2.08	F 7.59	111.6	GUDGEL (2.0)	25.7	26	F 10.34	F 5.06			8.15	
	2.32			S 2.14	S 8.05 42	113.6	D SOMERVILLE (1.9)	23.7	24	S 10.30	S 5.00			8.05 31	
	2.52			F 2.19	F 8.10	115.5	MACKEY (2.1)	21.8	22	F 10.25	F 4.55			7.30	
	3.05			F 2.24	F 8.15	117.6	BUCKSKIN (2.4)	19.7	20	F 10.20	F 4.50			7.18	
	3.15			F 2.29	F 8.20	120.0	LYNN W (2.6)	17.3	17	F 10.14	F 4.45			7.10	
	3.30			S 2.36	S 8.26	122.6	D ELBERFELD (2.9)	14.7	15	S 10.08	S 4.38			6.55	
	3.40			F 2.43	F 8.32	125.5	ELLIOTT (2.5)	11.8	12	F 10.00	F 4.31			6.43	
	3.52			F 2.47	F 8.36	128.0	GREEN RIVER ROAD (2.0)	9.3	9	F 9.55	F 4.27			6.34	
	4.20 34			2.54	F 8.41	130.0	IGLEHART (1.1)	7.3	7	9.50	F 4.20 45			6.27	
	4.25			F 2.57	F 8.43	131.1	McCUTCHAN (1.7)	6.2	6	F 9.47	F 4.17			6.23	
	4.28			F 3.01	F 8.46	132.8	ST. GEORGE (1.0)	4.5	5	F 9.44	F 4.14			6.20	
	4.35			3.04	8.49	133.8	STRAIGHT LINE JUNCTION (1.7)	3.5	4	9.41	4.12			6.15	
	4.45			3.10	8.55	135.5	BELT YARD (1.8)	1.8	2	9.35	4.04			6.10	
	5.30 P.M.			3.15 P.M.	9.00 A.M.	137.3	N EVANSVILLE W.F		0	9.30 3 A.M.	4.00 P.M.			6.05 A.M.	
	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.				Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.
	49	45	43	41	33	31				32	34	46	44	42	48

Special Instructions.

The use of intoxicants, while on duty, is prohibited. Habitual use, or frequenting of places where they are, is sufficient cause for dismissal.

Standard Clocks.—Standard Clocks are located at office, Evansville, and Union Station, Terre Haute.

When tracks of two Railroads cross each other, or may connect at a common grade, all Trains or passing over such tracks shall come to a full stop reaching such crossing.

North bound trains have the right of track over all south bound trains, of the same or inferior class.

Trains 42 and 45 will not carry passengers South Worthington. Trains 43 and 46 will not carry passengers between Worthington and Clay City. Other Regular trains carry passengers.

Extra trains will run ahead of third class trains by orders.

E. & I. R. R. trains, between Spring Hill and Terre Haute, also between Straight Line Junction and Evansville, will be governed by Time Table and Special Instructions of E. & T. H. R. R. Conductors and Engineers must supply themselves with E. & T. H. current time table.

All trains will register at Train Dispatcher's Office, Evansville; at yard office, Terre Haute; Brazil, Clay City, Worthington, Clay City, Saline City and Straight Line Junction.

BRAZIL BRANCH.

TIME TABLE No. 3.

TAKING EFFECT JUNE 9, 1901.

SOUTH BOUND. Third Class. 43 Passenger. Daily Except Sunday. P.M.	41 Mixed. Daily Except Sunday. A.M.	Distances from Brazil.	STATIONS.	Distances from Saline City.	STATION NUMBERS.	NORTH BOUND. Third Class. 46 Passenger. Daily Except Sunday. A.M.	44 Mixed. Daily Except Sunday. P.M.
5.00	8.45		BRAZIL W (1.1)	11.8	8	7.40	3.20
5.04	8.49	1.1	EUREKA (1.3)	10.7	7	7.32	3.11
F 5.08	F 8.53	2.4	STAVE TRACK (1.0)	9.4	6	F 7.28	F 3.05
F 5.11	F 8.56	3.4	WATSON (0.2)	8.4	5	F 7.25	F 3.03
F 5.12	F 8.57	3.6	EHRLICH (1.9)	8.2	4	F 7.24	F 3.02
F 5.16	F 9.04	5.5	PRAIRIE CITY (2.1)	6.3	3	F 7.20	F 2.58
F 5.21	F 9.10	7.6	VANDALIA (1.2)	4.2	2	F 7.15	F 2.52
S 5.25	S 9.13	8.8	ASHBORO (3.0)	3.0	1	S 7.12	S 2.49
5.35 P.M.	9.30 A.M.	11.8	SALINE CITY		118	7.06 A.M.	2.45 P.M.

I. E. & I. trains will get a clearence from the Dispatcher at Spring Hill on E. & T. H. trains.

J. When necessary to move cars on depot or loading tracks, all persons unloading or loading cars must be notified before cars are disturbed, in order that they may protect themselves and teams from injury or damage.

K. Upon trains fully or partially equipped with air, if the brakes should be applied suddenly (which is an indication that the train has parted) the engineman must immediately shut off steam to allow the rear section to close in against the engine, and not attempt to pull away from the detached portion.

L. Conductors and brakemen of freight trains must be on top of their trains when approaching junctions, railroad crossings, passing through cities or towns, and when descending heavy grades or at any point where a train can be met, so as to control the speed.

M. Employes must observe strict propriety of conduct and be civil to all with whom they are brought in contact. Smoking by uniformed employes while on duty or when in or about passenger stations or trains; and by any one in or near shop buildings is strictly prohibited.

S—Regular stop. F—Stop on signal. Passenger Trains only stop where indicated by f and s. N—Day and night Telegraph office. ¶—Stop for meals. D—Day.

H. C. BARLOW, President and General Manager. A. C. HONE, Superintendent. E. N. MAY, Train Master. JOS. EHRET, Dispatcher.

Indiana Railroads 8/10/68

REFERENCE
DO NOT CIRCULATE

Safety First at all times and in all places is the most important rule of conduct of each and every employe, whatever his position. The safety of every movement or action in its effect upon himself and others, and upon property, must be the first consideration. Trains and engines must be operated accordingly under all circumstances.

THE VIQUESNEY CO., PRINTERS
TERRE HAUTE, IND.

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WILLIAM P. KAPPES
RECEIVER

PAMPHLET FILE

Evansville and Indianapolis Railroad

TIME TABLE

No. 5

Effective 12:01 A. M., Sunday, August 19th, 1917

C. B. FALLEY
GENERAL SUPERINTENDENT.

SPECIAL INSTRUCTIONS

YARD LIMITS

	Southward.	Northward.
Terre Haute	1st St. & Big Four Connection.	1 mile south of Spring Hill
Clay City	Mile 24	Mile 28
Worthington	Mile 38	Mile 42
Elnora	Mile 60	Mile 62
Washington	Mile 78	Mile 80
Petersburg	Mile 95	Mile 98
Oakland City	Mile 108	Mile 110

a—Lancaster Branch. Engines moving on Lancaster Branch will be governed by Rule 93—Book of Rules.

RAILROAD CROSSINGS NOT INTERLOCKED
(See Indiana Law)

Oakland City—Southern Ry.

Washington—B. & O. S. W. Crossing is protected by Gate showing red light at night in center of track, unless route is clear.

Elnora—C. T. H. & S. E. Ry

Rincon—P. C. C. & St. L. Ry.

West Bloomfield—C. I. & L. R. R.

COMPANY SURGEONS.

DR. S. M. RICE	Terre Haute,	Ind.
DR. LUDSON WORSHAM	Evansville,	Ind.
DR. WM. FIELDS, Ocul'st	Evansville,	Ind.
DR. R. GANTZ	Saline City,	Ind.
DR. H. R. VANDIVIER	Clay City,	Ind.
DR. J. B. YOUNG	Worthington,	Ind.
DR. F. W. VAN ZANDT	West Bloomfield,	Ind.
DR. McGUYER PORTER	Elnora,	Ind.
DR. C. P. SCUDDER	Washington,	Ind.
DR. H. C. WADSWORTH, Ass't	Washington,	Ind.
DR. O. K. McKITTRICK	Plainville,	Ind.
DR. W. O. McKITTRICK	Plainville,	Ind.
DR. E. R. IMEL	Petersburg,	Ind.
DR. ROBT. MASON	Oakland City,	Ind.
DR. H. L. BASS	Elberfeld,	Ind.
DR. T. M. WEAVER	Cory,	Ind.
DR. GEO. T. JOHNSON	Terre Haute,	Ind.
DR. P. B. COMBS	Evansville,	Ind.
DR. C. C. HAMILTON	Newberry,	Ind.

STATIONS NOT SHOWN IN STATION COLUMNS.

No. Station	Station		Distance from Terre Haute	
13	County Line	F 3-4	13.3	5
32	Daggett		32.2	5
33	Mathews		32.7	5
35	Hubbell	F 3-4	34.9	3
51	Plummer	F 3-4	51.1	5
53	Lester	F 3-4	52.8	4
83	Mandebach	F-1-4-6	84.1	Mine
88	Jacobs	F 1-3-4-6	88.2	0
90	Sandy Hook	F 1-3-4-6	89.8	4
93	Gladstone		93.0	4
112	Gudgel	F 1-3-6	111.9	Mine
126	Elliott	F 1-3-6	125.8	3
130	Iglehart	F 1-6	130.3	6
131	McCutcheon	F-1-6	131.4	0

"F" Passenger trains indicated will stop upon signal to receive or land passengers.

1. Northward trains are superior to southward trains of the same class.

Register Stations:—Ohio St., Greenwood, Washington and Straight Line Jct. All trains will register at their initial and terminal stations. All register at Washington.

Str. Line Jct—Conductors will register personally. Northward trains will report arrival and clearance by telephone to C. & E. I. Dispatcher at Evansville.

2. Movement of trains between Straight Line Junction and Evansville will be made under joint C. & E. I.-E. & I. time table and under C. & E. I. rules. Train and engine employes must provide themselves with a copy of the joint time table, and will be subject to the orders issued by proper C. & E. I. authorities. The time shown at Evansville is for information only. Straight Line Junction is initial and terminal station under Rule 4 book of rules.

3. Standard clocks are located in Dispatchers' Office Terre Haute, Ohio St., Terre Haute, Greenwood Yard Office, Washington and Dispatchers' Office at Evansville.

4. General Order Boards are located at Ohio St., Greenwood Yard Office and Engine House Washington, and Evansville, Dispatchers' Office and Engine House.

5. Speed Restrictions. Trains and engines will reduce speed to Ten (10) miles per hour through cross overs.

a—Passenger trains and engines light, or with caboose must not exceed Thirty-five (35) miles per hour at any point and not exceed Fifteen (15) miles per hour around sharp curves.

b—Freight trains must not exceed Thirty (30) miles per hour at any point, and not exceed Fifteen (15) miles per hour around sharp curves.

c—Lancaster Branch—Trains or engines must not exceed Five (5) miles per hour.

e—Trains handling Refrigerators will run steadily and with great care around curves. Speed must be slow enough to avoid damage in case of derailment.

f—At Washington trains will not approach nor pass over Main Street crossing just north of passenger station to exceed Four (4) miles per hour. Conductors of freight trains will appoint a brakeman to protect this crossing when switching over the crossing.

g—Rogers Bridge—Trains or engines must not exceed Five (5) miles per hour on Bridge 91-9 over East White River at Rogers.

h—Worthington—Reduce speed to Six (6) miles per hour before and while passing over street crossings.

i—Bridge 52-0 over West White River, between Plummer and Lester; Bridge 22-4 over Eel River, between Saline City and Eel River Station: engines of 500 class reduce speed to 5 miles per hour; engines of 600 class reduce speed to 10 miles per hour, before passing onto steel structure—brakes should not be set nor wheels slipped and but very little steam used while engine is moving on these steel bridges.

k—Trains handling steam derrick equipment will not exceed

Twenty (20) miles per hour on good, straight track or light curves.

Ten (10) miles per hour on rough, straight track or on sharp curves.

One-half the rate required by General Order or bulletin speed restrictions.

6. Derails have been placed on station tracks, mine tracks and other auxiliary tracks. Enginemen and trainmen must look out for derails on all auxiliary tracks, including sidings, and see that they are kept in proper position and locked before leaving.

SPECIAL INSTRUCTIONS—Continued

7. **Federal Requirements.** Rest registers are kept at Round House and Yard offices and at Terminal Stations. Trainmen, Enginemen, Switchmen and Firemen must personally register at the point where they are released from duty, and show all information required by each column.

a—At least 85 per cent of the cars in all freight trains must be provided with air brakes in good working condition, and the condition of all air brake appliances in the train must be known. Air tests must be made by each train before starting from initial station by setting the brakes, examining piston travel, and then releasing the brakes from the engineer's brake valve. Conductors must inform enginemen of the number of cars in the train with air brakes in good working condition and number with air brakes not working. Particular mention must be made when there are more than two non-air cars coupled together, giving the location in train, so that enginemen may know of possible failure in obtaining an emergency application. Air hose must not be jerked apart but must be uncoupled by hand when safety will permit. Jerking the air hose apart results in burst hose, broken train lines and leaky couplings.

8. Cars bearing Explosives, Inflammable or Acid placards must be handled as required by the instructions for Handling Explosives and other Dangerous Articles. Each employe must provide himself with a copy of these regulations and must be governed accordingly.

a—Cars must not be moved over a lighted fusee, or other source of fire. Before passing a yellow fusee it must be extinguished, or removed from the track a sufficient distance to avoid possibility of communicating fire to a car containing explosives or inflammables. Other sources of fire must not be passed when there are explosives or inflammables in the train.

9. Coal chutes have been erected at Cline and Worthington. An attendant will be in charge to operate coal hoisting machinery during the day. Train and engine crews must handle the levers necessary to coal their own engines at night. Train and enginemen who are not familiar with the mechanical handling necessary to coal locomotives, will familiarize themselves with same under the supervision of the attendant.

10. Local freight trains may carry passengers subject to the same rules as apply to the transportation of passengers on passenger trains and will stop on signal to receive or land passengers at all stations designated as stops for passenger trains on schedule page, or in list of stations not shown in station columns.

11. Trains and Engines will expect to find cars on siding at Massey, Thomas, Plainville and King at all times.

ENGINE RATING

		EVANSVILLE AND BLACKBURN		BLACKBURN AND KING		KING AND WORTHINGTON		WORTHINGTON AND TERRE HAUTE	
GROUP	ENGINE No.	NORTH-WARD	SOUTH-WARD	NORTH-WARD	SOUTH-WARD	NORTH-WARD	SOUTH WARD	NORTH-WARD	SOUTH-WARD
A	500 to 501	2300	2300	3000	3000	3500	3500	2300	2100
B	600 to 605	1800	1800	2500	2500	3000	3000	1800	1600

Engines will handle above rating unless unusual conditions require that lighter tonnage be handled, in which case enginemen and conductor will report complete information to the dispatcher and dispatcher will authorize reduction in rating.

Box 35M
Refrigerator or insulated car.....35M
Stock 32M
Flat 30M

"M" means 1000 pounds. Count actual gross weight of car and contents, or light weight of empty cars. Add 5 M to the light weight of each empty car in train. Light weight of cars may be estimated as follows:

Gondola 40M
Hopper 45M
Tank 35M
Caboose 30M

C. B. FALLEY, General Superintendent.
R. E. FARMER, Assistant Superintendent.
L. R. HUNTLEY, Supt. of Car Service.
H. O. KELLEY, Engr. Maintenance of Way.
E. MEINHOLD, Supervisor of Equipment.
D. CLINE, Supervisor Bridges and Buildings.

J. S. TALBOT, General Traffic Manager.
E. L. MITTEN, Auditor and Ass't Treasurer.
T. H. FITTZ, General Claim Agent.
P. L. DRESCHER, Master Mechanic.
F. KING, Supervisor of Track.

DISPATCHERS

J. S. KRIEBLE
A. W. LANQUIST
Extra—E. D. COBLE
J. T. GARDNER

TERRE HAUTE TO EVANSVILLE—SOUTH

Station Tracks / CARS	Sidings Car Capacity	Telegraph Stations	TIME TABLE No. 5 AUGUST 19, 1917 — STATION	Distance From Terre Haute	Station Numbers	Telegraph Calls		FIRST CLASS 1 Evansville Local Daily Leave	FIRST CLASS 3 Evansville Mail Daily Leave		SECOND CLASS 21 T. H. & E. Frt. Daily Leave	THIRD CLASS 31 Local Freight Daily Ex. Sunday Leave	THIRD CLASS 33 Local Freight Daily Ex. Sunday Leave
			C C C & St L Ry										
.....	.....	DN	TERRE HAUTE P C C & St L Ry	0.0	0	DI	.....	Train No. 1 will occupy main track at Washington for ten minutes prior to leaving time. Trains entering yard limits at Washington must keep clear of No. 1 accordingly.	.....	.....	.....	.....	.....
			0.6										
			.....WABASH AVE. T H I & E	0.6	.....	....	.....		.....	.....	.....	.....	.....
			0.1										
			.....OHIO STREET.....	0.7	1	....	.....		9.43AM	.....	.....	.....	.....
			1.4										
Riverside			..... GREENWOOD....C&W	2.1	2	....	.....		s 9.50	.....	9.01PM	.....	7.30AM
			0.5										
			....C. T. H. & S. E.—BELT	2.6	.....	....	.....		.....	.....	.....	.....	.....
			0.5										
			.....SEVENTH STREET	3.1	3	....	.....		.....	.....	.....	.....	.....
			2.0 T H I & E										
.....	.....	DN	..... SPRING HILL C T H & S E	5.1	5	X	.....		f 9.58	.....	9.20	.....	7.45
			5.1 C & E I										
23	.....	D	.....RILEY.....	10.2	10	RI	.....		s 10.10	.....	9.45	.....	8.15
			5.3										
23	.....	D	.....CORY.....	15.5	15	CO	.....		s 10.22	.....	10.10	.....	8.40
			4.3										
24	.....	D	.....SALINE CITY.....	19.8	20	SA	.....		s 10.32	.....	10.25	.....	9 01
			3.0										
5	.....	....	.....EEL RIVER.....W	22.8	23	....	.....		.....	.....	.....	.....	9.10
			3.1 C I & L Ry										
35	40	DN	Wye.....CLAY CITY.....	25.9	26	CY	.....		s 10.46	.....	11.01	.....	9.45
			1.8										
39	.....	....	.....LANCASTER	27.7	28	....	.....		10.50	.....	.....	.....	.....
			3.3										
20	.....	D	..... COAL CITY.....	31.0	31	AY	.....		s 10.58	.....	11.30PM	.....	10.15
			8.8										
90	.....	DN	.....WORTHINGTON..C & W	39.8	40	W	.....		s 11.28	.....	12.10AM	.....	11.00
			1.5										
34	.....	....	....RINCON P C C & St L Ry	41.3	41	....	.....		11.35 32 33	.....	12.30	.....	11.35AM 3-32
			6.6										
25	.....	D	..... WEST BLOOMFIELD.....	47.9	48	DE	.....		s 11.51AM	.....	12.55	.....	12.20PM
			8.0 C I & L Ry										
19	.....	D	.....NEWBERRY.....	55.9	56	NU	.....		s 12.16PM	.....	1.25	.....	12.50
			5.3										
23	23	D	.....ELNORA. C T H & S E	61.2	61	NO	.....		s 12.31	.....	1.50	.....	1.30
			6.6										
25	35	D	.....PLAINVILLE.....	67.8	68	NE	.....		s 12.46	.....	2.10 20	.....	2.12 4
			3.6										
20	.....	....	.....ALBRIGHT.....	71.4	71	....	.....		.....	.....	2.35	.....	.....
			1.0										
18	.....	....	.....HYATT	72.4	72	....	.....		f 12.58	.....	.....	.....	2.30
			1.9										
12	.....	....	.....GRAHAM.....	74.3	74	....	.....		f	.....	.....	.....	.....
			2.3										
16	.....	....	.....JORDAN	76.6	77	....	.....		f	.....	.....	.....	.....
			2.4										
.....	31	....	.....KING.....	79.0	79	....	.....		1.15	.....	2.59	.....	2.50
			0.9										
50	.....	DN	.....WASHINGTON...C & W	79.9	80	WN	.....	6.01AM	1.18 4 / 1.33 30	.....	3.15	7.30AM	3.15PM
			2.9 B & O S W										
4	Wye	....	.....MAYSVILLE.....	82.8	83	....	.....	f 6.17	f 1.40	.....	3.30	7.45	.....
			2.6										
.....	25	....	.....THOMAS.....	85.4	85	....	.....	f 6.26	f 1.48	.....	3.40	8.01	.....
			6.6										
.....	.....	D	.....ROGERS.....	92.0	92	Q	.....	f 6.46	s 2.08	.....	.....	8.40	.....
			0.4										
.....	21	....	.....ROGERS SIDING.....	92.4	92	....	.....	6.48	2.10	.....	4.05	8.45	.....
			1.2										
.....	32	....	.....BENNETT	93.6	93	....	.....	6.52	2.14	.....	4.15	8.50	.....
			0.5										
Mine	.....	D	.....BLACKBURN.....	94.1	94	BN	.....	f 6.56	f 2.16	.....	.....	.....	.....
			3.1										
104	.....	DN	.....PETERSBURG.....W	97.2	97	G	.....	s 7.08	s 2.28	.....	4.35	9.35	.....
			0.7										
25	25	....	.....ASHBY.....	97.9	98	....	.....	7.11	2.31	.....	4.45	9.50	.....
			5.4										
15	.....	D	.....HOSMER.....	103.3	103	S	.....	s 7.22	s 2.42	.....	.....	10.20 30	.....
			1.0										
Mine	.....	....	.....LITTLE.....	104.3	104	...	.....	f 7.26	f 2.46	.....	5.15	10.35	.....
			2.0										
Wye	27	....	.....MASSEY	106.3	106	...	.....	f 7.30	f 2.50	.....	5.25	10.50	.....
			2.9 Cline C										
45	.....	DN	.....OAKLAND CITY.....	109.2	109	OD	.....	s 7.40	s 3.01	.....	5.50	11.20	.....
			4.7 Southern Ry										
27	.....	D	..... SOMERVILLE	113.9	114	SR	.....	s 7.51	s 3.11	.....	6.10	11.49AM 4	.....
			1.9										
17	.....	....	.....MACKEY.....	115.8	116	....	.....	f 7.56	s 3.16	.....	.....	12.05PM	.....
			2.1										
21	.....	....	.....BUCKSKIN	117.9	118	....	.....	f 8.01	f 3.21	.....	.....	12.20	.....
			2.3										
13	.....	....	..... ROSEBUD.....W	120.2	120	....	.....	f 8.06	f 3.26	.....	.....	12.30	.....
			2.7										
22	.....	D	.....ELBERFELD.....	122.9	123	BF	.....	s 8.12 30	s 3.33	.....	6.40	12.55	.....
			5.1										
10	.....	....	..... DAYLIGHT.....	128.0	128	....	.....	f 8.25	s 3.46	.....	.....	1.20	.....
			6.0										
.....	.....	....	....STRAIGHT LINE JCT.....	134.0	134	....	.....	8.41	4.00	.....	7.15 30	1.40	.....
			3.5 C & E I										
Yard	.....	DN	.....EVANSVILLE ...C & W	137.5	137	D	.....	8.50AM	4.11PM	.....	7.30AM	2.01PM	.....
								Arrive	Arrive		Arrive	Arrive	Arrive
								Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday

EVANSVILLE TO TERRE HAUTE—NORTH

Station Tracks / CARS	Sidings Car Capacity	Telegraph Stations	TIME TABLE No. 5 AUGUST 19, 1917 — STATION	Distance From Terre Haute	Station Numbers	Telegraph Calls		FIRST CLASS 4 Terre Haute Mail Daily Arrive	FIRST CLASS 6 Washingt'n Local Daily Arrive		SECOND CLASS 20 T. H. & E. Frt. Daily Arrive	THIRD CLASS 30 Local Freight Daily Ex. Sunday Arrive	THIRD CLASS 32 Local Freight Daily Ex. Sunday Arrive
			C C C & St L Ry										
		DN	TERRE HAUTE P C C & St L Ry	0.0	0	DI							
			0.6 WABASH AVE.	0.6									
			0.1 T H I & E Wab A OHIO STREET	0.7	1			5.06PM					
Riverside			1.4 GREENWOOD....C & W	2.1	2			s 4.59			6.45AM		3.20PM
			0.5 C. T. H. & S. E.-BELT	2.6									
			0.5 SEVENTH STREET	3.1	3								
		DN	2.0 T H I & E SPRING HILL...C & E I	5.1	5	X		f 4.51			6.30		3.00
23		D	5.1 C T H & S E RILEY	10.2	10	RI		s 4.41			6.15		2.30
23		D	5.3 CORY	15.5	15	CO		s 4.29			6.01		2.10
24		D	4.3 SALINE CITY	19.8	20	SA		s 4.19			5.40		1.55
5			3.0 EEL RIVER.....W	22.8	23			f					1.40
35	40	DN	3.1 C I & L Ry Wye.....CLAY CITY	25.9	26	CY		s 4.05			5.15		1.30
39			1.8 LANCASTER	27.7	28			3.59					1.00
20		D	3.3 COAL CITY	31.0	31	AY		s 3.53			4.55		12.45
90		DN	8.8 WORTHINGTON..C & W	39.8	40	W		s 3.33			4.25		12.05PM
34			1.5 RINCON. P C C & St L	41.3	41			3.26			3.55		11.35AM
25		D	6.6 WEST BLOOMFIELD	47.9	48	DE		s 3.10			3.30		3-33 10.51
19		D	8.0 C I & L Ry NEWBERRY	55.9	56	NU		s 2.44			2.59		9.50
23	23	D	5.3 ELNORA. C T H & S E	61.2	61	NO		s 2.28			2.35		9.25
25	35	D	6.6 PLAINVILLE	67.8	68	NE		s 2.12 33			2.10 21		9.00
20			3.6 ALBRIGHT	71.4	71						1.55		
18			1.0 HYATT	72.4	72			f 1.55					8.40
12			1.9 GRAHAM	74.3	74			f					
16			2.3 JORDAN	76.6	77			f 1.41					
	31		2.4 KING	79.0	79			1.35			1.25		8.15
50		DN	0.9 WASHINGTON..C & W	79.9	80	WN		1.33 3-30 / 1.25	s 7.05PM		1.10	1.33 PM 3-4	8.00AM
4	Wye		2.9 B & O S W MAYSVILLE	82.8	83			f 1.18	f 6.57		12.40	12.35	
	25		2.6 THOMAS	85.4	85			f 1.11	f 6.50		12.30AM	12.10PM	
		D	6.6 ROGERS	92.0	92	Q		f 12.54	f 6.33			11.45AM	
	21		0.4 ROGERS SIDING	92.4	92			12.52	6.31		11.59PM	11.40	
	32		1.2 BENNETT	93.6	93			12.48	6.27		11.20	11.32	
Mine		D	0.5 BLACKBURN	94.1	94	BN		f 12.46	f 6.25				
104		DN	3.1 PETERSBURG.....W	97.2	97	G		s 12.34	s 6.13		10.50	11.01	
25	25		0.7 ASHBY	97.9	98			12.29	6.07		10.45	10.35	
15		D	5.4 HOSMER	103.3	103	S		s 12.19	s 5.57			10.20 31	
Mine			1.0 LITTLE	104.3	104			f 12.16	f 5.54			10.03	
Wye	27		2.0 MASSEY	106.3	106			12.11	f 5.49		9.50	9.45	
45		DN	2.9 Cline C OAKLAND CITY	109.2	109	OD		s 12.01PM	s 5.39		9.40	9.25	
27		D	4.7 Southern Ry SOMERVILLE	113.9	114	SR		s 11.49 AM 31	s 5.28		9.15	8.55	
17			1.9 MACKEY	115.8	116			s 11.44	s 5.23			8.45	
21			2.1 BUCKSKIN	117.9	118			f 11.38	f 5.17			8.35	
13			2.3 ROSEBUD.....W	120.2	120			f 11.32	f 5.11			8.22	
22		D	2.7 ELBERFELD	122.9	123	BF		s 11.26	s 5.05		8.45	8.12 1	
10			5.1 DAYLIGHT	128.0	128			f 11.15	f 4.53			7.35	
			6.0 STRAIGHT LINE JCT.	134.0	134			11.03	4.39		8.15	7.15 21	
Yard		DN	3.5 C & E I EVANSVILLE....C & W	137.5	137	D		10.51AM	4.27PM		7.45PM	7.01AM	
								Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday